2004
Joint Service Safety Conference

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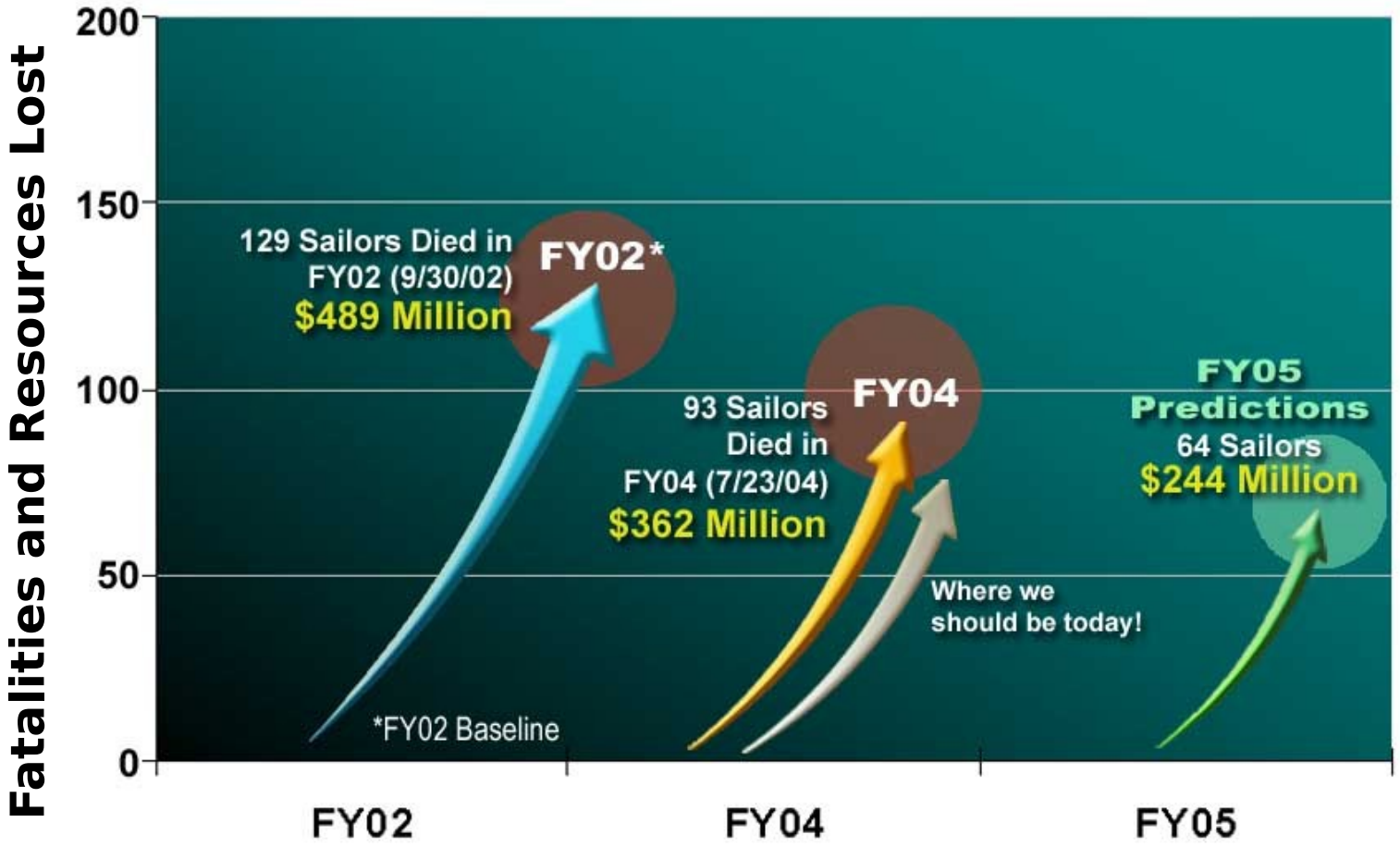
COMMANDER, NAVAL SAFETY CENTER

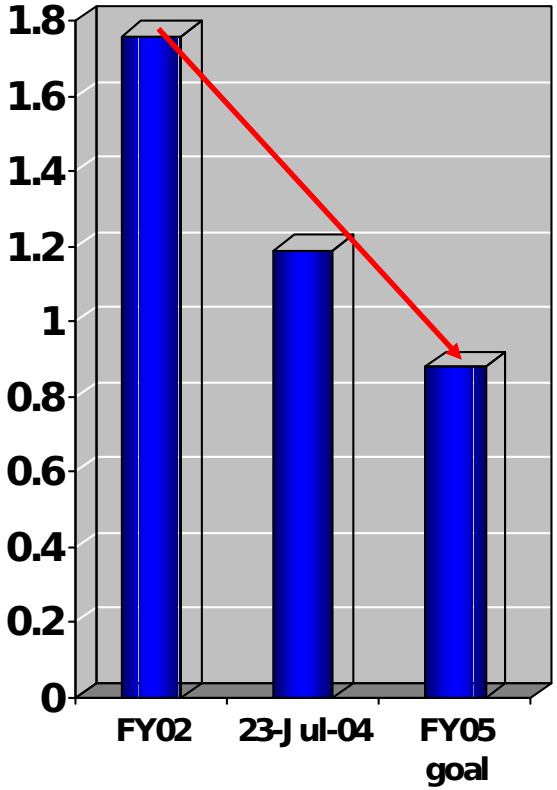
Where Is Our Navy Today?



FY04 to date: 93 Sailors Have Died!

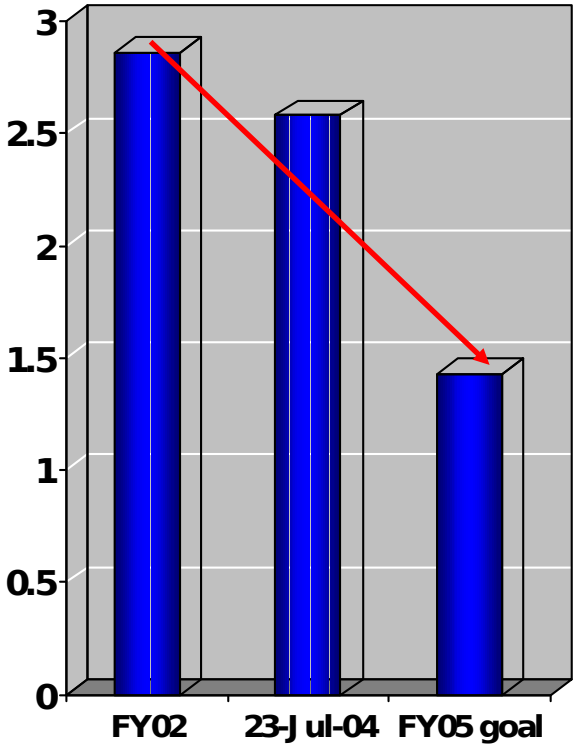
We are headed toward 115 deaths in FY04, while our 50% mishap reduction goal is 64 deaths by the end of FY05.

USN Class A Mishap Rates for Aviation and Shore Forces



AVIATION

(note: rate is per 100,000 flight hours)

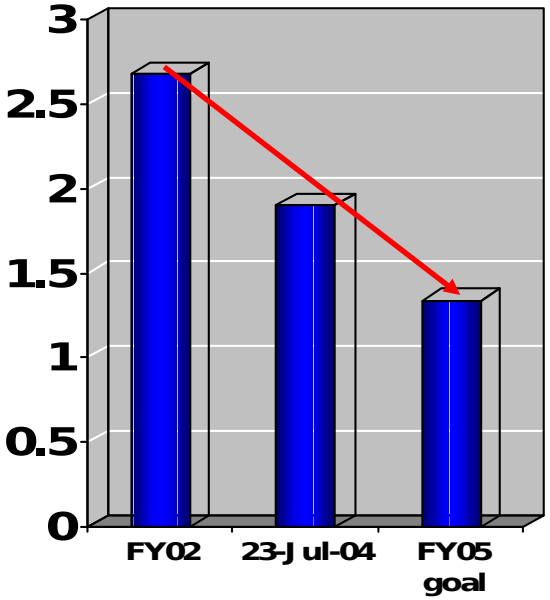


SHORE/OPS

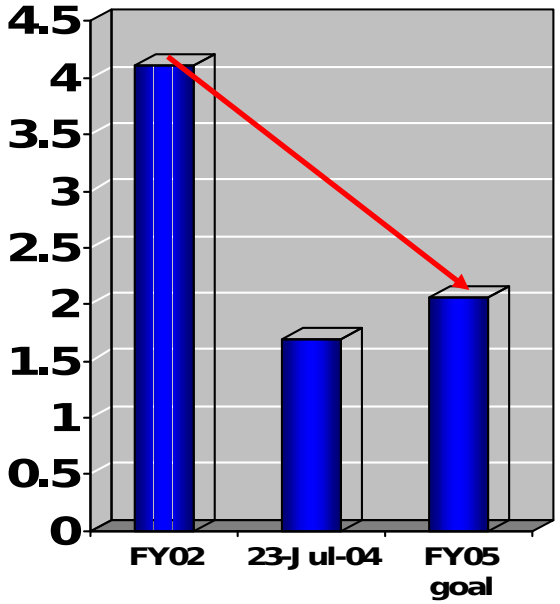
(note: rate is per 100,000 personnel per year)

Aviation mishap rates are currently on glide slope toward FY05 goal. Shore/Ops rates are just above the slope.

USN Class A Mishap Rates for Afloat Forces



SURFACE SHIP

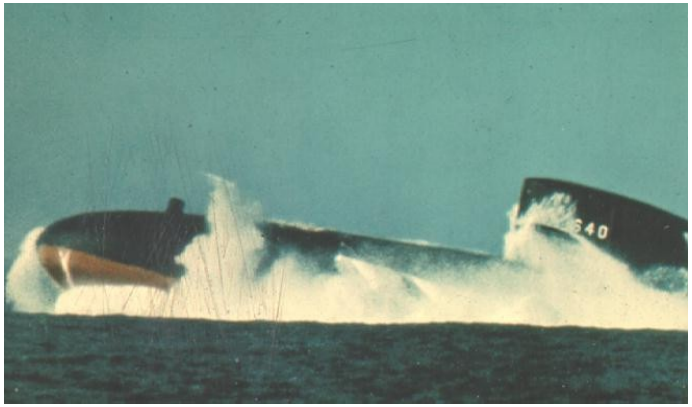


SUBMARINES

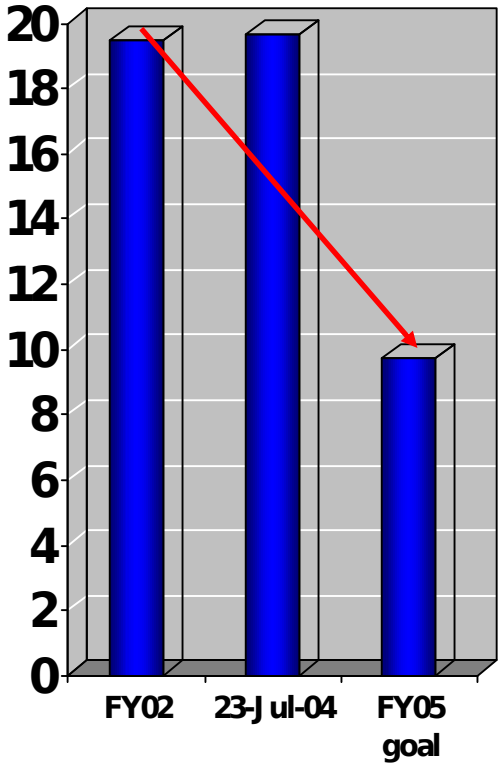
Submarine mishap rates are below FY05 50% reduction goal!

(note: rate is per 100 ships per year)

Surface ship mishap rates are doing well!

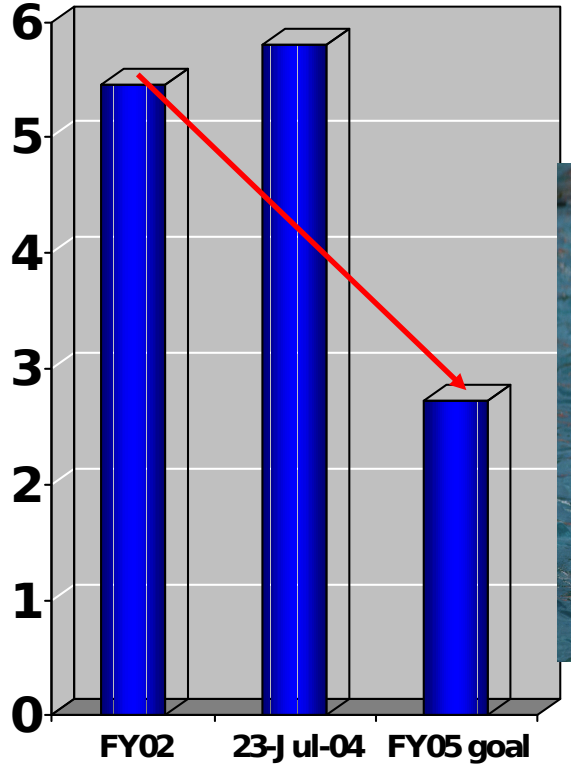


USN Fatality Rates for Traffic and Recreation (off-duty) Mishaps



PMV

(note: rate is per 100,000 personnel per year)

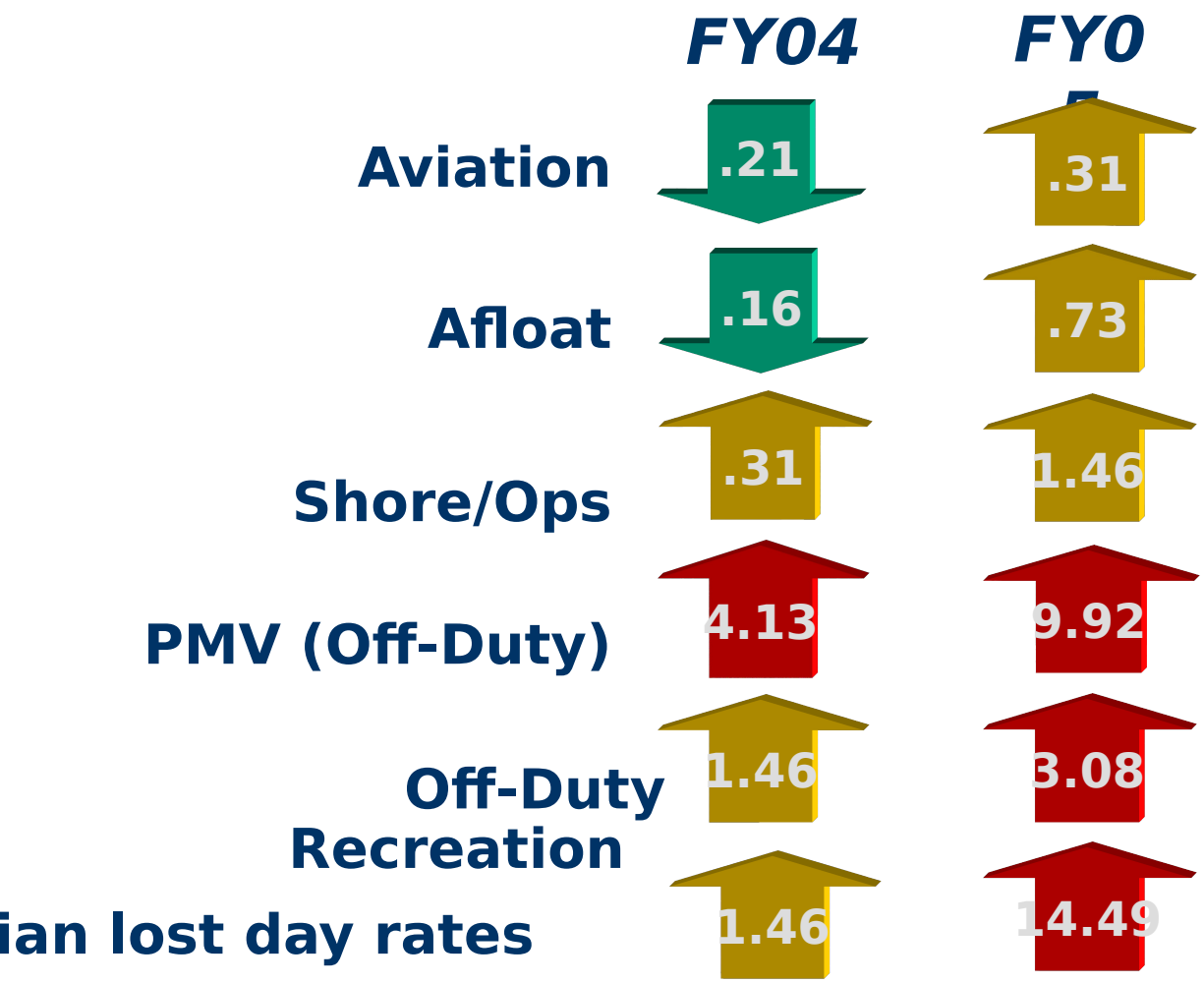


OFF-DUTY RECREATION

(note: rate is per 100,000 personnel per year)

PMV and Recreation (Off-Duty) mishap rates are getting worse since FY02!

USN Mishap and Fatality Trends



If we maintain FY04's mishap rate next year, we will not achieve our 50% mishap reduction goal.

We cannot accept the status quo!

LEGEND: FY04/05

= on or below glide slope / FY05 goal

= more than 2.0 higher than glide slope / FY05 goal

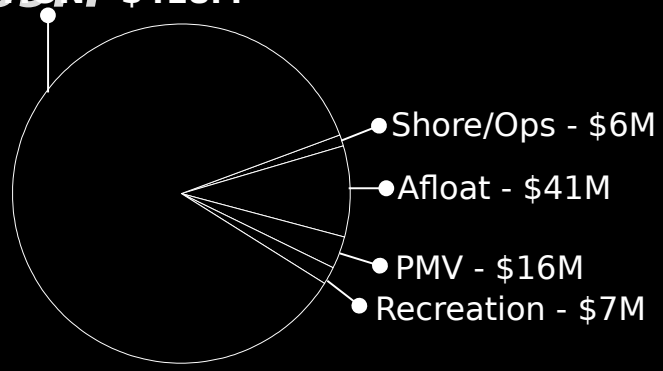
= within 2.0 of glide slope / FY05 goal

FY04 Data: July 23, 2004

USN Cost and Deaths

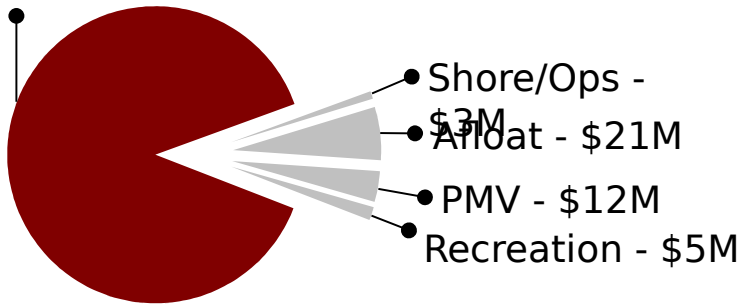
MISHAP REDUCTION

FY02 Navy Costs >>>>>> $460M

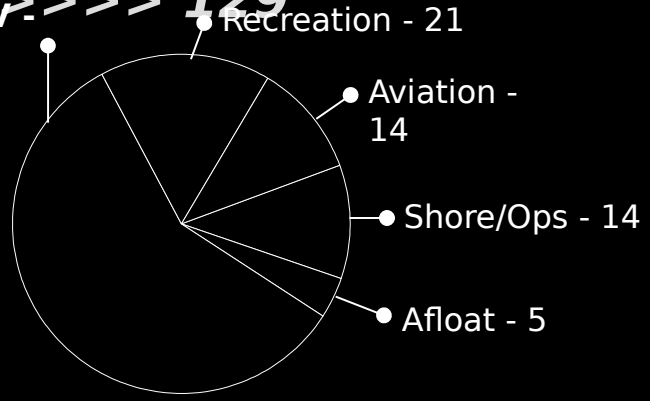


FY04 Data: July 23, 2004

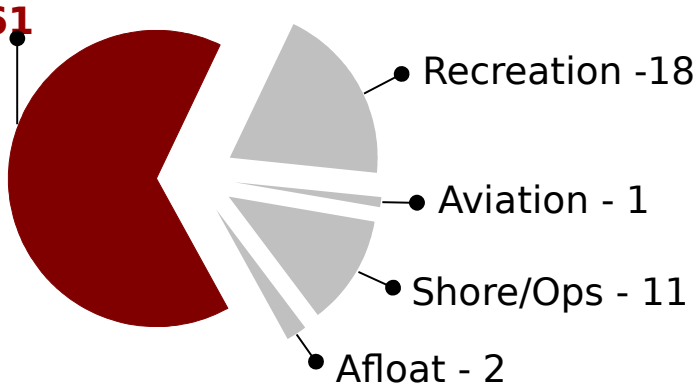
FY04 Navy Costs >>>>>> $362M



FY02 Navy Deaths >>>>>> 129



FY04 Navy Deaths >>>>>> 93



Commander's Assessment

- Good programs exist and have produced some good results, but status quo isn't getting the job done in many areas.
- ***50% mishap reduction campaign message isn't consistently reaching the deckplates.***
- Leadership and accountability is required….most mishaps can be prevented with appropriate intrusive leadership and involvement at every level.
- "Cradle to grave" safety training is being developed for 5 Vector Model by the Navy's Center for Personal Development.
- NSC & USN/USMC must become proactive and predictive to prevent safety mishaps, rather than reactive.
- USN/USMC must utilize available safety resources – Traffic Safety toolbox, ASMIS, Leave/Liberty Risk Assessments, etc.
- Emphasize safety and risk management as "24X7" way of life rather than a concept that gets increased emphasis post-mishap.
- Balanced acquisition approach for platforms and COTS/emergent technologies to reduce mishaps.
- ***Challenge – cultural change will take time.***

Where Should We Target Our Efforts?

The Largest Challenge: Aviation - Traffic - Recreation

	NAVY COST		NAVY DEATHS							PERCENT		
	OVERALL	AVIATION	OVERALL	PMV Shore	Air	Afloat	REC Shore	Air	Afloat	PMV	REC	Total
FY99-03	$ 3.74B	$ 3.11B	1,043	584 361	95	128	141 80	31	30	56%	14%	70%
FY02	$489M	$418M	129	75 30	13	32	21 9	6	5	58%	16%	74%
FY03	$754M	$710M	106	66 29	6	31	20 11	4	5	62%	19%	81%
FY04	$362M	$[illegible]	93	[illegible] 36			[illegible]			[illegible]%	19%	85%

FY04 Data: July 23, 2004

SC INTERVENTION TOOLS

- Investigations
- WESS
- Surveys
- Media
- Data analysis
- Culture workshops
- Safety awareness campaigns
- Web
- Online survey assessments

FOCUS ON SIX KEY AREAS

1. Leadership Accountability
2. Web-Enabled Navy
3. Education/Training/Culture
4. Analysis
5. Communication
6. Technology

POTENTIAL ADDITIONAL RETURN ON INVESTMENT?
50% reduction would result in saving $358M and 119 fatalities by end of FY05. *(Based on FY02 vs. FY05)*

Major Naval Safety Center Initiatives

- USN/USMC Safety Council ($161M funding roll-up identified for new FY04-11 Safety Programs)
- Detailed POA&M
- Cross-Train Survey Teams (help promote comprehensive safety awareness during site visits)
- 50% Mishap-Reduction Media Campaign (focused efforts on critical areas of Traffic and Off-Duty Recreation)
- WESS (Web Enabled Safety System) is online
  - Bandwidth issues for afloat assets
- Internal Reorganization
- Analysis

Aviation Ongoing Initiatives

- Defense Safety Oversight Committee
- Navy and Marine Corps Safety Council
- Culture Workshops
- Surveys
  - Command Assessment Surveys/Maintenance Command Assessment Surveys
- Human Factors Analysis
- Data Centric Technology
  - Simulators
  - MFOQA
  - Flight Data Recorders
  - Aircraft Safety Systems
- ORM Training
- NAVSAFECEN's Safety Awareness Campaign
- Interactive Ultimate Guide to Aviation Safety CD
- Media Kit for 50% Mishap Reduction Campaign

Afloat Ongoing Initiatives

- Defense Safety Oversight Committee
- Navy and Marine Corps Safety Council
- ORM Immersion Training and Web-based Resources
- Survey Teams are Teaching Traffic Safety and ORM
- Mishap-reduction Efforts and Lessons Learned Messages are being routinely disseminated to the Fleet
- SUBPAC 14-day Mishap P4 Requirement
- SURFPAC Traffic Safety Message and Initiatives

Shore Ongoing Initiatives

- Defense Safety Oversight Committee
- Navy-Marine Corps Safety Council
- CNI Region/Installation Mishap-Prevention Policy Requirement
- ALSAFE “Intrusive Leadership” Messages
- Operation Good Samaritan
- Naval Safety Campaign Plan – PMV and Recreation
- Best Business Practices
  - Community and Federal Partnerships
  - Army Safety Management Information System (ASMIS)

Joint Efforts

- Army Safety Management Information System (ASMIS) POV Module
  - A web-based, interactive, risk-assessment tool for traffic safety.
- Safety Center and HQMC(SD) MOU
- Social Marketing for Safety Belt Use Video Clip: Duval Guillaume Advertising Agency, Europe
- Army and Air Force Safety Video Libraries
- Navy Safety Center Safety Surveys and Culture Workshops
- Print and Graphics Media
  - routine exchange of quality material among all services

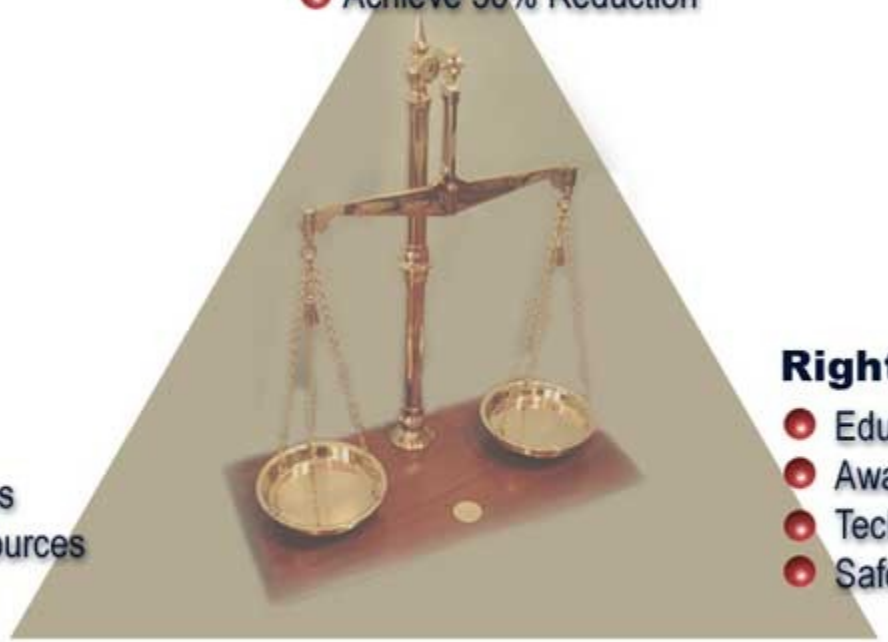
Challenges

- Eliminate or reduce top causal factor of mishaps: Human Error
- Eliminate or reduce highest cost, fatalities, and injuries – Aviation/PMV/Recreation
- Traffic and Recreational – Accountability and Responsibility – **Off-Duty**
- Lack of performance metrics for mishap reduction.
- Cultural Change
  - *Leadership Involvement A Must!*
  - *The Willingness to Accept Losses –* ***like PMV***
  - *Reactive Vice Proactive*
- Acquiring necessary funds for Safety Programs

Balancing Our Priorities

BALANCING OUR PRIORITIES

Right Force
- Eliminate Loss
- Achieve 50% Reduction



Right Cost
- Save Lives
- Prevent Injuries
- Preserve Resources

Right Readiness
- Education
- Awareness
- Technology
- Safety Culture

Intrusive Leadership Makes THE Difference!

Questions